



The Cactus Courier

Civil Air Patrol — New Mexico Wing

Volume 6, Issue 8

August 2004



Commander's

By Col Frank A. Buethe, CAP

In June one of our aircraft crashed during a night currency flight. As in most mishaps a series of small, but critical, errors in judgment finally overwhelmed the aircrew resulting in a crash. Fortunately, although the aircraft was totaled, the aircrew survived with only minor bruises, no broken bones or more severe injuries.

Some of the mishap investigation board's preliminary findings indicate that our pilots throughout the wing, are not as proficient in aircraft systems and flight procedures as they should be. Without going into detail, because the board's investigation is still on-going, I believe this mishap resulted from a series of poor judgments and techniques.

Perhaps this mishap could have been prevented if all of us were really proficient in our aircraft knowledge and flight procedures. Therefore, I am directing that at each squadron safety meeting a member be tasked to present and discuss an aircraft system (e.g., electrical) or a flight procedure (e.g., aborted landings night and day).

In my squadron visits I noticed that safety meetings tend to discuss the obvious—drink lots of water in the summer, keep warm in the winter to avoid hypothermia, etc. We must raise our safety meetings and discussions to a higher level, and concentrate on infusing in our members a high degree of knowledge of

what we practice—flying airplanes. We can add general safety information to flight information, but we must raise our level of knowledge and expertise in aircraft systems and flight procedures.

This new emphasis does not reduce our responsibility to review all aspects of safety including vehicles, general safety practices, personal accident reduction, etc. But let's face it, the highest risks we face are in the flight environment and it is there that we must focus our major effort in order to prevent the mishap that can cause significant property damage and potential loss of life!

OKLAHOMA RESPONSE TO TERRORISM CONFERENCE

By 2Lt Chris McMasters, PAO,
Council Oak Senior Squadron,
Tulsa, OK

On September 11, 2001, the world, and our view of it, changed for all Americans. No longer do we feel isolated by oceans from threats abroad. In fact, the recently published report of the 9/11 Commission indicates that another attack on the United States is not only possible, but, in fact, probable.

To address this new threat matrix for first responders, the second annual Oklahoma Response to Terrorism Conference will be held at the Tulsa Marriott Southern Hills on

September 15-17, 2004.

The conference "offers a unique learning opportunity for public responders of all disciplines", according to the website. First responders include those from Public Health, Fire Service, Emergency Medical, Allied Health, Law Enforcement, Emergency Management and Public Works. Civil Air Patrol, with its role in Emergency Services, is certainly included in that list.

The conference will concentrate on local, national, and international topics of interest. Some of the more popular topics will include a general session entitled, "Not all Terrorists Speak with an Arabic Accent". There will also be a four-part general session on the National Incident Management System (NIMS) hosted by John Roberts and Dennis Beyer.

In addition to the general sessions, there will be many breakout sessions from which you can choose. Two sessions that the conference planners believe will be of great interest will be "Al Qaeda" hosted by Gary Thornberry and "Why They Hate Us" hosted by Bill Wise. Some of the topics with practical applications are "ASPECT: A Resource for Responders" hosted by Robert Kroutil and "Response to Radiation Incidents" hosted by a representative of the Oak Ridge National Laboratory. There are many other intriguing subjects that should make this a great conference to attend.

The cost for the conference is \$100.00 per Oklahoma-based responder and \$250.00 per non-Oklahoma-based responder. The conference price includes access to all sessions as well as

See OKLAHOMA, page 2



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C.A.P.sules

CAP OPERATIONS SUPPORTING OUR COMMUNITIES IN TIMES OF NEED

While CAP has long been associated with search and rescue missions, its work also includes disaster relief and communications, as well as counterdrug and homeland security missions.

Search and rescue remains an important service provided by CAP members, however. CAP still flies 95 percent of all federal inland SAR missions, as directed by the Air Force Rescue Coordination Center (AFRCC) at Langley AFB, Va. CAP also supports the Joint Rescue Coordination Centers in Alaska, Hawaii and Puerto Rico.

On average, each year CAP members fly more than 100,000 hours in operational missions and save about 100 lives. CAP provides air and ground support for disaster relief, flying officials to remote locations, transporting blood or live tissue to critical care sites and performing aerial damage assessment.

CAP has one of the largest unified communications networks in the country, available 24/7.

In 1986, Congress authorized CAP to assist government and law enforcement agencies in the fight to eliminate illicit drug use, production and sale in the US and its territories. CAP now provides reconnaissance, communications and transportation for counterdrug missions.

CAP's missions succeed through a seamless interplay of technology and teamwork. With new developments like satellite imagery and internet-based reporting, CAP is emerging as the resource of choice to support our nation's strategy for homeland security.

"The Wright brothers flew through the smoke screen of impossibility."

Dorothea Brande

SPOTLIGHT ON THE SQUADRON



FOCUSING ON FARMINGTON

by Capt Mike Arnold, CAP

The Farmington Composite Squadron currently meets at the Four Corners Regional Airport twice a month (Seniors) at 1900 hrs. and weekly for cadets. Squadron meetings focus not only on old and new business within the squadron and wing, but also on SAR/DR and ICS specific training. The squadron currently has about 35 senior members and 20 cadets on the roster. Squadron members come from all walks of life in the Farmington area ranging from retiree to college students to professional pilots. Over the past few years, the squadron has been successful in tapping into a new member base, namely, the plots from the Mesa Airlines Pilot Development School at San Juan College.

Squadron Commander Capt. Mike Arnold also wears a second hat as a Major in the Colorado Air National Guard where he serves as wing planning officer and has combat experience in the F-16 'Viper'. The 'command team' within the squadron has a wide range of experience from both the civilian world and the military. "My vision for the Farmington Composite Squadron is to become the most proficient SAR/DR/HLS based squadron in the wing. The veterans in this squadron have the experience to train the newbies and we're getting a lot of new ideas in how to perform these missions."

Other items of interest in the Farmington Composite Squadron are the construction of a new CAP hangar on the airport and BLM missions. The hangar, which was appropriated by the state of NM legislature is set to begin construction as soon as the airport has the selected site ready for improvements. This is a project that is exciting everyone in the squadron and will allow the squadron to operate even more efficiently as it will consolidate

all of the squadron assets into one building. The Farmington Composite Squadron is currently the only squadron in the NM Wing that is also performing missions for the Bureau of Land Management and the Dept. of the Interior. These missions go hand in hand with the CAP and the BLM's policies on Homeland Security and have been so successful that the squadron and the Farmington BLM officials produced a training movie for the Oil and Gas industry that was featured at the National Oil and Gas Conference and will be distributed nation wide for training.

OKLAHOMA, page1

all planned meals, which include each day a continental breakfast and a lunch. This price is good for early registration through August 30, 2004. After this date, the price will increase by \$50.00.

The conference hotel is the Tulsa Marriott Southern Hills. The conference rate is \$57.00 per night. The unique thing about this conference is the fact that if you are a qualified registrant and work at least 60 miles from Tulsa, the conference will pay for your hotel room due to grant funding. Grant funding is limited and will be assigned on a first come first served basis.

If you would like more information on the Oklahoma Response to Terrorism Conference, go to their website, www.ort-con.com, or call 1-800-304-5727.

GALLUP SQUADRON RECEIVES PERMANENT FACILITY By Capt Jim Stevens, CAP

Gallup CAP has received our long awaited classroom from the McKinley County Schools. It is in good shape and quite sizable. It is located right next to the airport fire station. This makes the first time, in anyone's memory that Gallup CAP will have a real classroom facility to call our own and not have to share it with anyone.

We are endeavoring to get utilities hooked up so that we can have lights, heat, etc. It even has a swamp cooler in it. We will have access to this classroom anytime we want, or need to use it.

Additionally, in order to be considered a "staging base" for Emergency Services, we will establish a radio base station. An antenna will be installed and

THE INADVISABLE TURN-BACK: ANOTHER REASON NOT TO TRY IT

by John Lorenz

We've been taught not to turn back to the airport if the engine quits on climb-out soon after takeoff. The reasons typically given for this are good ones: a turn consumes altitude and sets up the dangerous condition where sloppy technique can produce another damn-fool stall-spin fatality. Fine, but there is another reason not to try a turn-back, one that doesn't depend on pilot skill: you're usually just too far out to get back to the runway even if the turn is successful. A pilot may have the skill and even the altitude to turn a plane around when the engine quits, but that's just a good answer to the wrong question. Most piston, single-engine aircraft have low climb rates at our density altitudes and poor glide performance in general, and therefore they will be too far from the runway to glide back to it by the time they have the altitude for a turn.

Several factors control the feasibility of a turn-back: the initial climb angle must be steep enough to quickly gain enough altitude for a gliding, 240-degree turn (180 degrees to reverse course, 30 degrees more to re-intercept the centerline, plus 30 degrees the other way to realign with the runway), the aircraft must glide well, and the runway must be long enough so that the remaining runway after liftoff is generous and therefore the far end is still within gliding range of the ailing airplane after the turn is made.

Consider a Cessna 172 taking off from the 5834-ft altitude at Double Eagle airport, on the relatively long, 7400-ft Runway 22, with 5 knots of headwind and a temperature of 80 degrees F. Assume that the pilot maximizes the probability of a successful turn-back by doing a short field takeoff and climbing at V_x to gain as much altitude as possible before getting too far from the runway. Ignore the fact that engine failure during a full-power V_x climb near the ground is dangerous, re-

quiring an immediate and aggressive lowering of the nose to prevent a stall/mush. The charts suggest that with a 1700 ft ground roll and a climb rate of 330 ft/min, the 172 will be at 300 ft AGL as it crosses the departure end of the runway. The loss in altitude for an engine-out turn around is not listed in aircraft manuals, but experience suggests that most of our planes and pilots consume 400-500 ft of altitude during an unexpected 240-degree, power-off turn. This can be cut to about 350 ft with practice and quick reactions, but that still puts the 172 pilot 50 ft below ground level and sampling the local geology at the end of the turn.

More importantly, the climb angle under the given conditions is low, about 20 ft forward for every foot of altitude gained (not quite three degrees in no-wind conditions), whereas an engine-out 172 glides at a steeper, 8-degree slope, consuming a foot of altitude for 7 ft forward. For this reason, the altitude gained falls further and further behind the altitude needed for a glide back to the runway as the aircraft climbs beyond the departure end. The C-172 at 700 ft that tries to return to the runway after an engine failure has plenty of altitude to make the turn but would touch down in the weeds a half mile short of the departure end of the runway.

Under the same conditions, the manual suggests that the more slippery (shallower glide) and more powerful (steeper climb) Cessna 182RG will be at almost 500 ft AGL by the end of the double Eagle runway, not a comfortable altitude for a turn-around but probably possible (not a comfortable phrase in this context). However, although the 182 climbs with a good, 13:1 climb gradient, it still comes down faster, at 9:1 with no power, and any margin that would allow the turn-back scenario to work evaporates beyond the departure end of the runway.

Go the other way and try it with a low-performance Taylorcraft and, surprisingly, chances improve at first because the takeoff roll is so short and because the silly thing flies so slowly that its climb angle is relatively steep. The T-cart is at about 600 ft AGL at the end of the same long runway and would be able to turn around and make it back from an engine failure at that point because the runway is still directly underneath it. The pilot might even have to slip off altitude to avoid overshooting the runway. However, its steep,

engine-out glide ratio quickly overwhelms even the steep climb gradient as it flies beyond the departure end of the runway.

In general, it takes an unrealistically steep climb gradient combined with a sail-plane-like glide to make the turn-back scenario play out safely. A C-182 would have to climb at nearly 900 ft/min or have a 1:25 glide ratio to have a reasonable chance of making it back from an engine failure at 700 ft AGL where the AIM suggests the crosswind pattern turn should be made. Shorter runways, less headwind, warmer temperatures, higher altitudes, normal takeoffs (as opposed to short field), and cruise-climb departures (as opposed to climbs at V_x) make the turn-back numbers even less favorable.

The math is dry, but a demonstration when light traffic permits is instructive. Be careful to maintain airspeed well above stall (remember that stall speed increases in a turn), but it's an eye-opening "Whoa-HO!" experience to pull power at 700 ft AGL on climb-out, lower the nose and start a snappy, feel-good, high-performance, co-ordinated turn back to the airport, and roll out to see the unobtainable runway in the far distance. Unless taking off from the miles of intersecting concrete at Albuquerque or Roswell, take the conventional advice if the engine quits, keep the airspeed up, and land somewhere to the front.

LANDINGS - BY THE NUMBERS

The Sentinel—August 2004

Landings account for more than a third of all General Aviation (GA) accidents

Most landing accidents are survivable – only about 1-3% of fatal GA accidents are caused by poor landings.

Approximately 25% of landing accidents occur during flight instruction.

Poor landings are responsible for nearly 500 bent GA aircraft per year.

Landing accidents account for approximately 40% of fixed-gear, single engine accidents.

4 out of 6 CAP accidents (66%) this year were landing accidents.

3 out of the 4 CAP landing accidents (75%) this year had Certified Flight Instructors (CFIs) on board.

OPERATIONS

Supporting Our Communities
in Times of Need

CONSTRUCTION IS COMPLETE

Construction at wing headquarters is complete and final inspection of the premises will took place 20 July.

Wing will hold a field day (cleaning, sorting, furniture arranging, general straightening, etc.) Saturday, 7 August., 0900-1200 to clean the wing spaces—downstairs briefing room and upstairs rooms. All units and staff that regularly use the hq facilities (Eagle, T-Bird, Squadron II, and Wing Staff) are expected to help with the field day by supplying personnel. Participants should bring cleaning supplies (rags, furniture polish, general cleaner, windex, etc.). Wing will provide lunch to all participants.

Please let Corliss know how many people you expect to help at the field day so she can make lunch arrangements.

COMPUTER REMINDER

By Col Frank Buethe, CAP

To all CAP members who use computers in Building 926: The State Director reminded me that all the computers in Building 926 that are connected to the Kirtland AFB LAN are considered government property. As such those computers must be used only for official government (CAP) business, not for personal use such as internet searches, personal e-mail, shopping, etc. unless that is for official CAP business.

The importance of this restriction is that personal use exposes the system to hidden viruses, and if the base feels too much personal business is being conducted on our computers they have the ability to remove them from the LAN—a situation we do not want to happen.

Therefore, please remember that the CAP computers in Building 926, including those in the downstairs briefing room, are to be used for official business only in accordance with the directives from Kirtland AFB.

CAP HANGAR COMING TO LAS CRUCES

At 1322L 19 Jul 04, Las Cruces City Council on a Consent Agenda vote unanimously approved Resolution No. 03-04-223 awarding a contract to Warren Construction for a Civil Air Patrol hangar at the Las Cruces Airport. The basic contract is \$160,000, with a Gross Receipts Tax Allowance of \$10,400, and a Change Order Amount of \$4,000, for a total of \$174,400.00.

For ground-breaking information please contact Lt Col Paul Cline, (505) 525-2926.

CIVIL AIR PATROL SW REGION STAFF COLLEGE 2004

By Lt Col Sharon M. Lane, CAP-SWRSC PAO

Southwest Region senior members of the Civil Air Patrol attended a SW Region Staff College 17-24 July. The college was held at the Kirtland AFB NCO Academy. "Outstanding" has become the norm for the annual college and this year was no different. Officers came from Louisiana, Arkansas, Texas, New Mexico and Arizona. They were, once again, awed by the talented and professional instructors at the NCO Academy. The food was yummy at the Thunderbird Inn, the rooms were comfortable and well cared for by the housekeeping staff.

The college's director this year was Lt Col Mike Swanson from Louisiana. His multi-talented staff included Deputy Director and Admin Coordinator - Chaplain Lt Col Robert A. Whitley - Texas, Commandant of Students and Evaluations - Lt Col Amos A. Plante - Louisiana, Curriculum Coordinator - Lt Col Don Fisher - Texas, Assistant Curriculum Coordinator - Maj Edmond Jones - Louisiana, Finance - Maj William T. Brown - New Mexico, Chaplain - Chaplain Lt Col Charles E. Sharp - Arkansas, Information Systems Officer - Lt Col Robert M. Efros - Arizona, Public Affairs Officer - Lt Col Sharon M. Lane - New Mexico, Public Affairs Photographer - Lt Col Beverly A. Pepe - New Mexico, Protocol - 1 Lt Nettie S. Breaux - Louisiana, Logistics - Maj Jean Fisher - Texas, Medical Officer/Safety Officer - Capt David Simonson - New Mexico, Senior Advi-

sor - Col Colin Fake - Louisiana.

Students in attendance were Seminar 1 Advisor Lt Col Scott Trepenski - Texas, 1Lt John M. Eggen - Arizona, Capt Daniel W. Wray - New Mexico, Capt Blake M. Cole - Arkansas and Maj Ted J. Mooney - Louisiana. Seminar 1 was chosen as this year's Outstanding Seminar. Seminar 2 included Seminar Advisor Maj Thomas W. Barnard - Louisiana, Maj Stephen L. Napper - Louisiana, who was "Mr. Vice" of the Mess at the Saturday night Dining Out, Capt Joseph T. Streetman - Louisiana, Maj Robert B. "Bucky" Britton - Arkansas and Maj Brooks Cima - Texas. Seminar 3 included Seminar Advisor Lt Col Donley Pochop - Arizona, Maj Mark S. Ducote - Louisiana, Capt Michelle R. Inzunza - Texas who was the President of the Mess and was also the Outstanding Student of SWRSC 2004, Capt Lawrence E. Armstrong - New Mexico and Maj Ronald W. Fett - Arizona.

The Dining Out was held at the Mountain View Club which is still referred to as "the Officer's Club". Special honored guests who attended were Aerospace Education Program Manager of AE Lt Col Beth White, SW Liaison Region Commander Lt Col Joseph B. Frenress, USAF, SWR Commander Col Tom Todd, SWR Vice Commander Col and Mrs. Don Jackusz, State Director NM Wing CAP-LO Mr. Frederick Harsany, USAF(Ret), State Director Oklahoma Wing Liaison Officer Mr. Hal Gary, USAF(Ret), Arizona Wing Commander Col and Mrs. John J. Varljen, New Mexico Wing Commander Col Frank A. Buethe, NCO Academy Instructor MstSgt and Mrs. Paul A. Jenkins, USAF, Former SWRSC Directors Col Robert Haulenbeek, Jr., Col Joseph Gold, Col Colin Fake, Lt Col Beverly Pepe, Lt Col Amos Plante and Lt Col Margo Sothard.

Lt Col Swanson, who had his new Lt Col rank pinned on him during the college, said "I would really like to thank the staff for all its hard work this week. I've been to a lot of Staff Colleges and I believe I can honestly say this is the best one I've ever seen!" Staffers thought the successful Staff College was due to Lt Col Swanson's patience and simply turning his talented staffers loose to do their jobs!

Warm congratulations to the SWRSC Class of 2004!

GALLUP, page 2

radios will be available for missions.

Since the classroom is located directly on the edge of the western parking apron, it would also make an excellent location to run ES ops without impacting normal airport operations.

Cadet Programs

Responsible Citizens Through Aviation and Leadership

EAGLE SQUADRON SENDS CADET GENEVIEVE STUDER OFF TO ANNAPOLIS By Lt Col Paul J. Ballmer

Cadet Genevieve Studer recently received her General Billy Mitchell Award and was promoted to the rank of Cadet Second Lieutenant at her last meeting with the Eagle Composite Squadron prior to her reporting to the United States Naval Academy at Annapolis, Maryland.

Cadet Studer joined the Eagle Composite Squadron and Civil Air Patrol in May of 2002 and left us temporarily in September for a year as a Congress/Bundestag Youth Exchange Program Student in Erlangen, Germany. She left us having earned the rank of Cadet Airman First Class. When she returned during the summer of 2003, she got right to work on her achievements and earned her Wright Brothers Award (number 311) in August 2003.

Cadet Studer was selected as the Flight Sergeant of the Eagle Squadron Charlie Flight which is the flight all new cadet members are assigned to for orientation and to learn the ways of the Civil Air Patrol. Her knowledge and ability to work with younger cadets made her a natural for this position.

The goal of attending a service academy kept Cadet Studer focused during the last year. She was nominated for both the USAF Academy and the Naval Academy and chose to go to the Navy. She worked hard to complete all achievements on time with the hope of earning the Mitchell Award before she had to leave. She completed her eighth achievement and the Mitchell Exam one week before her last meeting with the Eagle Squadron. Her Mitchell paperwork was faxed into National Headquarters and approved with award number 52498 just in time to be presented to her at her last meeting. Cadet Lt Col Kaycee Gilbert and



Lt Col Paul Ballmer presenting Cadet Genevieve Studer with her Mitchell Award.

Lt Col Paul Ballmer pinned her new rank on her, and Lt Col Ballmer presented her with the Mitchell Award.

Cadet Studer was born in Austin, Texas in March 1986 and brought up in Albuquerque. She attended the Zuni Elementary School and then the Albuquerque Academy for her middle and high school years, with the exception of her year in Germany as an exchange student.

Some of her high school activities include being the yearbook editor-in-chief for the Albuquerque Academy, Editor-in-Chief of the Adenauer Zeitung (newspaper) while in Germany numerous sports activities such as soccer, basketball, and track. She was active in student council, the orchestra, science clubs and journalism activities.

Her Civil Air Patrol activities included attending the Gallup SAREX and the 2003 New Mexico Wing Winter Encampment.

Next Month's Issue:

- 2004 NM Summer Encampment a Great Success
- Two New Mexico cadets receive coveted and prestigious awards.



Los Alamos
Composite Squadron
to host

Search and Rescue Uncampment

Training (and other fun)

opportunities:

NMPS helicopter landing pad
preparations
Dog team exposure
Ground operations
Communications
CPR and First Aid
Camping
MREs
Pizzas and more

Starts: September 10th, 1800

Ends: September 12, 1200

Location: Pajarito Mountain Ski Area
in Los Alamos, NM

Cost: \$30 (\$15 non-refundable portion must be sent with the application)

Use CAPF 31 to apply. Applications must be received by August 15th. Applicants for staff and senior staff positions must provide a brief resume stating the requested position, why the position is desired, and the applicant's qualifications.

All cadet staff and senior participants must have completed the ES 116 test prior to attending.

Send applications to:

Los Alamos Composite Squadron
SAR Uncampment
ATTN: Captain McClard
P.O. Box 741

IMPORTANT INFORMATION FOR THE NEW MEXICO ANNUAL WING CONFERENCE

DATE: Friday-Sunday, 22-24 October 2004

LOCATION: Holiday Inn Mountain View, 2020 Menaul Blvd SE (SE corner of Menaul & University, Telephone: 505-884-2511, Fax: 505-881-4806, E-mail: Jamie.Lehman@ichotelsgroup.com)

ROOM RATES: \$55.00 plus tax/night—single
\$55.00 plus tax/night—double (maximum 4 persons per room)
Roll away beds available on request

ROOM RESERVATIONS: Call, fax, or e-mail Holiday Inn Mountain View directly for your room reservation (NM Wing nor HQ CAP will NOT make room reservations) not later than 01 October 2004. Use "CAP" or "Civil Air Patrol" when making your reservation. Room rate is good ONLY until 01 Oct 04. After 01 Oct Holiday Inn will not guarantee room availability or rate.

HOTEL AMENITIES: indoor pool; hair dryers, coffee makers, data ports, and irons & ironing boards in rooms; workout facility; two restaurants; lounge; room service.

CONFERENCE REGISTRATION: Registration form is on New Mexico Wing Web page (nmwg.cap.gov). Complete form and send (e-mail, fax or mail) to National Headquarters, CAP/FM (instructions on the form). You may pay by check or credit card (Amex, Visa, MC, or Discover) directly to National Headquarters. DO NOT SEND REGISTRATION OR MONEY TO WING. Copies of form are also available from wing (fax or e-mail). Registration DEADLINE is October 1st. After October 1st fees increase. Registration at the door is available at 1 October or after fees.

TENTATIVE SEMINAR TOPICS ON PAGE 8

Make Plans to Attend the

Southwest Region Conference

(this only happens only once every other year)

24-26 Sept, 2004

Theme:

"What Is Good About America"

The Commander and Staff of Southwest Region invite you to attend the 2004 Southwest Region Conference to be held Friday and Saturday, 24 & 25 September.

Our guest speaker this year is major General George Harrison, USAF-Retired, from Atlanta, Georgia. Major General Harrison has had an illustrious career in the Air Force and is currently a Professor of Engineering at Georgia Tech. He is a CNN commentator on the war in Iraq, and a long time CAP member. We also expect several dignitaries from national headquarters, CAP, CAP-USAF staff, as well as from other regions.

Crowne Plaza Hotel Market Center
7050 Stemmons Freeway
Dallas Texas
214-630-8500
Room rates only \$59.00 per night

Conference and Banquet \$60.00

Texas Rangers vs. Seattle Mariners
(\$10.00, maybe less)

Frontier Flight Museum Tour
(\$5.00-\$7.00, maybe less)

Social Opportunity with CAP friends

Sumptuous Banquet Meal

Special Guests

Entertainment

Contact Information:
Lt. Col. Rebecca McGinley
281-339-1076
rmcginley@awesomenet.net

NEW MEXICO WING CONFERENCE—22-24 OCTOBER 2004

REGISTRATION FORM

(Please Print All Entries)

Name: _____ CAP ID#: _____ Unit: SWR-NM- _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: Day _____ Evening _____ Cell _____

E-mail (required for confirmation receipt): _____ or Fax: _____

	Prior to 1 Oct	1 Oct or after	Quantity Total \$
Senior Member—Conference & banquet (Name for badge _____)	(\$60.00)	(\$75.00)	_____
Senior Member—Conference only (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Senior Member—Banquet only	(\$25.00)	(\$35.00)	_____
Spouse/Guest—Conference & banquet (Name for badge _____)	(\$60.00)	(\$75.00)	_____
Spouse/Guest—Conference only (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Spouse/Guest—Banquet only	(\$25.00)	(\$35.00)	_____
Cadet—Conference & banquet (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Cadet—Conference only (Name for badge _____)	(\$15.00)	(\$20.00)	_____
Cadet—Banquet only	(\$20.00)	(\$30.00)	_____

Total \$ _____

Banquet meal choice: # _____ Prime Rib with creamy horseradish # _____ Broiled Salmon with fresh herb hollandaise
_____ Chicken Marsala

Conference & Banquet Registration Fee includes: Friday evening Commander's Reception, Saturday Continental Breakfast, Refreshments, and Banquet.

Tour (Saturday afternoon) choices: # _____ Old Town/Albuquerque Museum or # _____ Atomic Museum
Confirm selection when you register to arrange transportation

NOTE:REGISTRATION DEADLINE OCTOBER 1st --NO REFUNDS WILL BE ISSUED AFTER OCTOBER 1, 2004

PAYMENT METHOD:

By check: I enclose a check in the amount of \$ _____ made payable to "NHQ CAP"

By credit card: AMEX / VISA / MC / DISC (Circle one)

Credit Card # _____ Expiration date (MM/YY) ____/____

Card holder signature: _____

For check payment mail this registration form with payment to:

National Headquarters, CAP/FM
Attn: New Mexico Wing Conference
105 South Hansell Street, Bldg 714
Maxwell AFB AL 36112-6332

For credit card payment Fax or E-mail this form with credit card information to:

Fax: 334 953-6015
E-mail: mslack@cap.gov

Happenings



Aug-04

14	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
19-21	Thur-Sat	National Board Mtg & Conf		
20-23	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Taos
21-22	Sat-Sun	SLS (hosted by Falcon Sq)	Maj Wesemann	Wing HQ

Sep-04

11	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-20	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
17-20	Fri-Sun	Taos Mountain Flying Clinic	LtCol Jim VanNamee	Taos
24-26	Fri-Sun	SWR Conference		

Oct-04

9	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
15-17	Fri	SAR Comp	ES	Amarillo
16-23	Sat	National Staff College	Col Dennis Manzanares	Maxwell/Gunter
22-24	Fri-Sun	NMWg Conference	Col Frank Buethe	Albuquerque
30-31	Sat-Sun	Unit CC Course	Col Dennis Manzanares	Albuquerque

Nov-04

12-14	Fri-Sun	SAV	Col Frank Buethe	Wing HQ
13	Sat	NMWg Staff Mtg & CC Call and CAC	Col Frank Buethe	Wing HQ
20-21	Sat	HLS/DR/SAR	Capt Dave Simonson	ABQ

Dec-04

11	Sat	NMWg Staff Mtg & CC Call and CAC	Col Frank Buethe	Wing HQ
11	Sat	NM Wing Christmas Party		ABQ

NM WING CONFERENCE

22-24 OCTOBER 2004

TENTATIVE SEMINAR TOPICS

Aviation Careers

ICS Training-Position responsibilities, record keeping, paperwork flow

Aerospace Education

Safety, 74L mishap(?)

Aircraft Maintenance--what can/should be done at squadron level without A&P

Wing Communications--new equipment and procedures

Wing Flight Operations--changes/new procedures/check rides/etc.

MIMS Training



THE UNITED STATES AIR FORCE AUXILIARY

CIVIL AIR PATROL

New Mexico Wing

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